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MARCH MEETING NOTICE

The March meeting will be held in Room 208, Portland Union Station on Friday, March 17th at 8:00 pm.

PROGRAM

Our program will feature movies and slides by our member, Roger Phillips. These photos were taken during Roger's recent tour of duty with Uncle Sam in Europe. Featured will be a rack railway, streetcars of Innsbruck, a meter gauge electric line, a STEAM powered 30" gauge line, an Australian steam powered cog railroad, German mainline steam and other "goodies" of railroading quite unlike anything we have to offer in this country.

RAILROADIANA AUCTION

Once again we shall have an auction of misc. railroad items to help enrich the chapter treasury. Bring your surplus items to donate to the cause. Be prepared to purchase that "once in a lifetime" railroad treasure. Ed Immel may even auction off his switch lock again (he likes it so well he keeps buying it back!).

RAILFANS GUIDE TO OREGON

The railfan's Guide to Oregon that was discussed at the last meeting is now published. Jack Holst has put his vast knowledge and resource materials together in the form of a handy guide to what's what in Oregon. The Guide lists every steam loco in the state, every electric car, all of the short line railroads, all of the industrial lines, what motive power they have, where to find it, etc. Also covered are the main line operations and the railfan clubs. With the able assistance of Roger Phillips on the typewriter and the cartography skill of Roger Sackett the guide has been prepared in a record time. Frosty Kunz has arranged for the printing. This Guide, complete with many photos of locos, runs to 12 pages including the map of Oregon which locates each operation or display. The price is only 50 cents. Buy an extra one for your out-of-state visitors and friends! These will be available for the first time at the March meeting. Supply is limited so get yours soon! Also available by mail from P.O. Box 8853, Portland, Oregon 97208.

ELECTRIC OPERATIONS AT YAKIMA

Ed Immel & Roger Phillips report that Yakima Valley Transit will be using the ex Glendale & Montrose Baldwin class B-1 electric motor for a period of about 30 days during June.

COMING EVENTS

F. Nelson Blount

Nelson Blount, millionaire Christian Businessman who has a hobby of collecting locomotives (Steamtown, Edaville, etc.) will address the Christian Business Men's Committee of Portland on March 21, 1967, on Tuesday evening at dinner at the Anchorage Restaurant (Foot of S.E. Marion St., just south of Sellwood Bridge) at 6:30 pm. The public is invited but seating is limited to 300 persons. Advance reservations are urged. Tickets at \$3.00 per person may be purchased from Harley Hallgren, phone 287-0973 or from David H. Carlson, S.P. & S. Rwy.

From Harley Hallgren

RAYONIER STEAM OPERATION

February 20th found Jack Holst, Alex Ceres, Ben Dawson, Al Haij, Roger Phillips, Don Davidson, Ken Dethman, Ed Immel, John Davis, and Ivan Christensen representing Portland at Railroad Camp near Hoquiam for the operation of Rayonier Inc.'s malley #38. The day dawned cold and clear with much steam and smoke in evidence as #38 pulled her train of empty log cars to the transfer point at Cook Creek Siding (M.P. 32). After meeting the diesel and exchanging empties for loads, #38 returned to the log dump at New London. While working at New London, the lead truck frame brace broke, that ended the day's operation for #38. Meanwhile, back at Railroad Camp, the big diesel crane had derailed and tank malley #111 was called into service to re-rail the crane. The following day #111 did the honors on the log train while #38 was in the shops. All of this action was captured on film by our illustrious travelers and this will all be shown at a future meeting. The occasion of steam was the shopping of a diesel. This happens about once a month so steam still lives (part-time).

From Jack Holst

RAILROAD QUIZ

by Ed Immel

Match the following railroads with the correct states or provinces.

Answers Elsewhere.

- | | |
|---------------------------------|---------------------|
| 1. Aliquippa & Southern Railway | _____ A. Florida |
| 2. Bauxite & Northern | _____ B. Manitoba |
| 3. Canton Railroad | _____ C. Georgia |
| 4. Cape Girardeau Northern Rwy. | _____ D. New Mexico |
| 5. Hibernia Mine Railroad | _____ E. Penn. |
| 6. Dawson Railway Co. | _____ F. Maryland |
| 7. Elkton & Guthrie Railroad | _____ G. Arkansas |
| 8. Great North West Central RR | _____ H. Missouri |
| 9. Marianna & Blountstown | _____ I. New Jersey |
| 10. Wrightsville & Tennesse RR | _____ J. Kentucky |

COURTESY CLASSES FOR ILLINOIS CENTRAL

The Illinois Central recently began classes in courtesy and customer relations for its Chicago suburban employees. It is conducting the classes because the company feels that training in good customer relations is as important as any other type of employee training. Plans are being made to extend the program to all employees working in passenger service. Other programs have stressed good telephone manners, have given special training to train porters and dining car employees, and have encouraged employees to be "Friendmakers" for the railroad through a special series in Illinois Central Magazine.

Illinois Central Magazine from Miln Gillespie

PENNSY HANDLES LONGEST TRAIN

A Pennsylvania Railroad train of 300 cars, loaded with 30,146 tons of iron ore and hauled by eight diesel units, recently rolled from Morrisville to Altoona. It was described as the biggest, heaviest train ever operated on American rails. Three diesel units were at the front of the train and five units were coupled between the 199th and 200th cars. The purpose of the train was to test a new radio system controlling the power and brakes of the five "slave" units from the cab of the leading unit. With their operation synchronized, the three units in effect pulled about 110 cars, and the five units pushed about 90 cars and pulled 110 cars. The control equipment was reported to have worked perfectly.

From Baltimore Chapter's "Interchange" via Mohawk & Hudson
Chapter's "Call Board"

I COLLECT OLD STEAM ENGINES

NELSON BLOUNT

To most of us, the idea of collecting steam locomotives is as absurd as an antique shop acquiring used spacecraft. In fact, when F. Nelson Blount, a Rhode Island industrialist, started collecting iron horses ten years ago quite a few of his associates thought he was buying so much scrap metal. Today, with a collection of over 70, Nelson has amassed the largest collection of steam locomotives in this country.

Nelson Blount, only 46, has spent the last several years attempting, in his words, "to preserve the steam era of America for future generations." In order to accomplish this objective, Nelson has rescued a narrow-gauge railroad and museum and created a standard gauge operation featuring a steam railroad and general display of railroad equipment. Both railroads cater to tourists and feature the trademarks of the steam years; belching barking steam trains with the whistles, bells and of course, the "All Aboard". The Edaville two foot gauge railroad is made up of equipment from the famous Main railways, and the excursions wander along a six mile route in the cranberry bogs of Cape Cod. Steamtown features a 26 mile round trip excursion through the Vermont countryside.

Nelson grew up when steam was still king, and his courtship with steam railroading resulted in a book in 1938 "Along the Iron Trail", which was published when Nelson was only 18. The co-author of the book, Fred Richardson, is now Blount's chief executive. Nelson let his interest in railroading lie dormant as he attached the world of business and quickly gained a considerable fortune. It is a good thing he did for no one could think of preserving the steam locomotives without a good source of revenue.

Nelson started the steam railroading business in 1955 when the builder and founder of the Edaville Railroad died in an accident. Nelson bought the Edaville, saving it from the junkpile. While expanding the site and adding standard gauge exhibits, the location several miles from a railroad showed its disadvantages and the concept of a separate standard gauge operation, Steamtown was born. The final story on the Steamtown project and its progenitor, Nelson Blount, has yet to be written. Nelson is now donating a great deal of time to lay preaching and keeps the pace generally ascribed to the whirlwind business man he once was. Nelson is confident that there is enough interest in steam railroading and the era that has recently passed to support the preservation of its most romantic symbol; the steam locomotive.

From June 1965 "Yankee Magazine" from Harley Hallgren

SHEVLIN – HIXON LUMBER CO.

(Bend, Oregon)

by Jack M. Holst

The completion of the Oregon Trunk Rwy. into Central Oregon opened the area to its first extensive logging and sawmilling operations. In 1916, the vast pine sawmilling operations of the Shevlin-Hixon Co. were moved from Minnesota where the timber had played out to Bend, Oregon. Shevlin interests had acquired vast tracts of Ponderosa Pine in the areas south into west of Bend and needed only a railway outlet to begin production. The Oregon Trunk provided this outlet, and a large sawmill was constructed on the west bank of the Deschutes River in Bend, directly across the river from the “Little Norwegian Mill” of rival Brooks-Scanlon Lbr. Co.

The Shevlin Hixon logging railroad was first built west of Bend, logging in the Tumolo Creek Basin and vicinity. Later on, the logging railroad was built south, up the Deschutes, eventually crossing the river at Benham Falls and extending ever south and east of Bend. A portion of this line, from Bend to Lava Junction, was the original link in the Great Northern when it built south to Klamath Falls, the present line through the lava beds replacing the Benham Falls line at a later date. Eventually the Shevlin-Hixon logging operations were moved to the vicinity of Chemalt, the log trains operating nearly 70 miles over Great Northern trackage to Bend. Shevlin used their own engines on this long haul.

In 1952, the “Little Norwegian Mill” across the river bought out Shevlin-Hixon in a deal designed to leave enough timber for sustained yield of the remaining company. The big Shevlin Hixon mill was closed and dismantled. The Shevlin locomotives were used by Brooks-Scanlon to clean out the Chemalt operations and were then moved to a new camp at “Timbers” north of Gilchrist. Upon completion of this operation, the Shevlin engines were sold for scrap.

ALL TIME ROSTER

- # 1 Lima 2821 11x12 cyl. 32” dr. 60 ton 9/15 3 tk.shay...Bgt. new; sold to National Lbr. & Mfg. Co. # (Hoquiam, Wash.); to Schafer Bros. Logging Co. #12 (Satsop, Wash.); to Mullenix Bros., Inc #12 (Doty, Wash.) Scp.
- # 2 Baldwin 43210 18x24 cyl. 44” dr. 4/16 2-8-2; Bgt. New; to Brooks Scanlon Inc. 2nd #2; to Oregon Steel Mills for scp. 6/53
- # 3 Lima 2941 12x15 cyl. 36” dr. 70 ton 10/17 3 tk. Shay...Bgt new; sold to Eagle Lbr. Co. # (West Timber, Ore.); to C.H. Wheeler Lbr. Co. # (Cochran, Ore.); to Blue Lake Logging Co. # (Cochran, Ore.) to Columbia Contract Co. # (Astoria, Ore.); scp.
- # 4 Baldwin 51907 20 1/2x28 cyl. 48” dr. 6/19 2-8-2...Bgt. New; to Brooks Scanlon Inc. # S-H 4; to Oregon Steel Mills for scp. 6/53
- # 5 Baldwin 55805 18x24 cyl. 44” dr. 11/22 2-8-2...Bgt. New; to Brooks Scanlon Inc. 2nd #5; to Oregon Steel Mills for scp. 10/53
- # 6 Baldwin 56111 18x24 cyl. 44” dr. 2/23 2-8-2...Bgt. new; to Brooks Scanlon Inc. 2nd #6; to Oregon Steel Mills for scp. 10/53
- # 7 Baldwin 53251 19x24 cyl. 42” dr. 5/20 2-8-2;...acq. 2/23 from Wisconsin Logging & Tbr. Co. #7 (Stella, Wash.)..rebuilt from a side tank engine by S-H; to Brooks Scanlon Inc. 2nd #7; to Ore. Steel Mills for scp
- # 8 Baldwin 57708 20 1/2x28 cyl. 48” dr. 4/24 2-8-2...Bgt. New; to Brooks Scanlon Lbr. 2nd #8; to Oregon Steel Mills for scp. 6/53

NOTE: Only loco #4 was lettered for B-S although all S-H locos were used by B-S after the merger.

MAKE WINE IN OLD STATIONS

Just south of Chicago, two men have planted a vineyard which they hope will produce the finest champagne in the U.S. The wine will be made in two old Illinois Central stations, which were moved from southern Illinois to Monee, Ill. 34 miles southwest of downtown Chicago. The vineyards adjoins the main line of the Illinois Central. The partners purchased the old, unused I.C. stations from Browns, Illinois and Vergennes, Illinois. George Miles, clerk in the supervisor of stations office in Carbondale helped move the stations. Mr. Miles gave up his vacation time to come up to Monee and put the stations back together board by board. The stations will be completely restored, including train order signal, telephone switchboard, and 700 pd. stove. Railroad employees were especially welcome to visit the winery which is located on Hwy. 54 just north of Monee, Illinois.

Illinois Central Magazine from Miln Gillespie

ANSWERS TO QUIZ

1 = E ; 2 = G ; 3 = F ; 4 = H ; 5 = I ; 6 = D ; 7 = J ; 8 = B ; 9 = A ; 10 = C

NEW RAILROAD FIRM PLANS NARROW GAUGE OPERATIONS

A new railroad company has asked the ICC for authority to reinstitute steam operations over the 92.4 mile, narrow gauge track between Alamosa Colo. And Chama, N. M. The applicant says that its planned operation "Will make it possible for Americans not only to see a spectacularly beautiful area of the Rocky Mountains along the Continental Divide, but also to experience an authentic historic mode of travel over narrow gauge railroad by steam engine."

The application, docketed as Finance # 24447 was filed by the Rio Grande and San Juan Railway Co, a firm organized and wholly owned by Thomas T. Hinman of Upland, Calif. The applicant said that Mr. Hinman, with capital "Provided by himself and members of his family" plans to finance the proposed operation.

"Applicant requests authority to engage in the transportation of passengers and their baggage by railroad between Alamosa, Colo. And Chama, N. M. between the 15th day of May and the 31st of Oct. of each year, both dates inclusive." the applicant said. "The Denver and Rio Grande Western Railroad owns the narrow gauge track between these points. Passenger service between the sid points has been suspended for several years".

Traffic WMrld, Feb. 1967 from Roger Phillips

RAIL PASSENGER INCREASE SEEN

The automobile will put the railroads back into the passenger business says a Maine railroad executive. E. Spencer Miller, president of the Maine Central Railroad says railroad passenger service will increase because "of a public need to eliminate the uneconomic expense of super highways, highway congestion and air pollution."

Oregonian, Feb. 6, 1967

TRIP TO CANADA part III

Last month we were just leaving Montreal for Newfoundland. I had booked space on the "Ocean" between Montreal and Truro, N.S., the connecting point for the trains for Sydney, N.S. After getting settled in my sleeper I went back to see the ex-CMStP&P "Skytop" cars now called "Skyview" cars. The CN has completely remodeled the interiors with laminated wood paneling, new carpeting and ceilings in the lounge area. The glass end has 14 seats strung around the end of the car. I considered these cars to be the most beautiful lounge cars running.

The "Ocean" was the best train I rode on in Canada. It had three lounge cars, 1 lunch counter car and a diner for sleeping car passengers; and of course the "Skyview" cars bringing up the rear. The "Ocean" was also the first train I had ridden so far that had got me in on time! We arrived in Truro, NS right on the advertised!

At Truro connections would be made for Sydney, NS and Newfoundland. Both the northbound and southbound "Ocean" meet at Truro for Sydney passengers and with the holiday season the station at Truro was packed. Our connection was four RDC's equipped with snack counter service. The cars arrived at Truro 45 minutes late which made the departure late also-things were returning back to normal; late!

The cars left Truro 30 minutes late and packed to the ceiling. Right out of Antigonish the lead car failed to go into forward drive and we had to return to Antigonish in order to clear the mainline. We sat there for almost 2 hours while the crew worked on the engines. Once the drive got fixed we moved trying to make up some time but we arrived at North Sydney, the Newfoundland connecting point, 1 1/2 hrs. late. I took a taxi between the railroad station and the boat dock which would have been bought by the CN from a company that operated England-Netherlands service. Having purchased a berth I went down into the innards of the ship someplace to find my room. I didn't take very long to get to sleep but I was awake suddenly around 2:00 am when my suitcase went scooting across the floor and the door banged open. I lay there watching the room move from side to side and heard the bow of the ship break out of the water and then plunge back into the water while at the same time the propellers would break loose shaking the whole ship. We must be in a storm!

The next morning I woke around 9:00 am to find the crew cleaning up the mess from the night before. A Canadian soldier I met the night before asked me where I was during all the excitement since the ship had run into the rocks coming into Pt. Aux Basque harbor. Pt. Aux Basque looks like the end of the earth-not a tree in sight. It reminded me of looking at old National Geographic's: I expected Admiral Byrd to walk around the corner any minute. Pt. Aux Basque is the main interchange point between Newfoundland and the mainland. The problem of interchange is complicated by the fact that the railroad gauge of Newfoundland is 42" while everything else is 56". Much of the cargo is unloaded but some standard gauge cars are put on the narrow gauge tracks. I was scheduled to cross Newfoundland on tr. #102 "The Caribu" and on this day the train was of epic size-18 cars and all narrow gauge.

Consist tr. #102 "Caribu" Pt. Aux Basque, Dec. 22, 1966.

910	GMD 1956	
923	" "	units have C-C wheel arrangement
929	" "	
2951	steam generator car	
1590	express reefers used as mail storage	
1951	" " " " " "	
1307	express car	
763	coach	
759, 757, 751, 750, 770, 766	all coaches	
171	diner being used as a lounge	
Grand Falls	sleeping car	
Corner Brook	" "	
Humber	" "	
176	diner	
Buchans	sleeping car, Whitborne-sleeping car.	

Canada 1966 – cont.

After awhile the feeling of being on narrow gauge is lost and everything seems normal size. The diner served excellent meals everybit as good as the “Ocean”. The seating is two and one which takes away the feeling of being in a narrow car. My sleeper was the “Corner Brook” a 14 section 1 compartment 1 drawing room car. With a train that along with the slack action was terrific with the train getting snapped like a whip going up and down the grades. At Corner Brook we picked up a sleeper which turned out to be a real gem-it had open platform observation end. I rode on the platform watching the dark snow covered landscape slip by.

The next morning we were over an hour late which would make it impossible for me to go all the way into St. John’s to make connections since the westbound train would leave before we arrived. I was let off at Holyrood to await the westbound train. I was now over 4,000 miles from Portland and only 2,000 miles from England.

The westbound train arrived on time and got me to Pt. Aux Basque on time. Then for the trip back to the mainline was the “William Carson” considered to be the best ship in the Newfoundland service. Before getting into Pt. Aux Basque I got a good view of the ocean and found it to be very stormy. Once on the ship I decided to eat the roast beef dinner-if I was going to get seasick I was going to do it in grand style.

Once we left the protection of the harbor the ship was out into the full fury of the ocean storm. Trying to keep food on the tray was difficult since one hand had to be used for eating. Those waves were pretty good size especially when viewed from the top observation lounge. Standing there in front of the window and watching the waves break over the front of the ship and continue over the top of the ship was a sight I won’t forget.

But soon the ship got into protected waters and the water turned smooth with the sun setting as a great fireball into the water and surrounding mountains. At North Sydney the connections was made into Sydney where a sleeper was waiting to transport me into Halifax. The next day a connection was made with the “Ocean” for the trip back to Montreal.

Consist tr. #15 “Ocean” Halifax December 24, 1966.

6515	GMD Jan. 1957	
6601	“B unit” GMD Jan. 1954	
6516	GMD Jan. 1957	
9165	express car	
Verdune	sleeper for dead heading crew	
5427, 5382, 3209, 3224, 3028,	coaches	
428	coffee shop, lunch counter car	
Point au Gaul	dormette sleeping car	
Battleford	sleeping car	
Fortune Bay	“ “	
1370	diner	
Cape Porcupine	lounge-sleeper	
Green Lane	sleeping car	
Horseshoe Falls	“ “	
Fundy	“Skyview” lounge sleeping car	<u>to be continued next month</u>

TROLLEY PARK BANQUET

The Trolley Park will have its annual banquet at the Rose Manor Inn, Holgate and SE McLaughlin Blvd. On Saturday March 18th at 7:00 pm. The price is \$3.00 per person. The program should be excellent: Phil Adams recently retired Superintendent of the Portland Traction Company will talk about the early days of the PRL&P Co, PEPCo and Portland Traction Company from 1921 through WW II. HI has a lot of old time pictures, timetables etc which will be shown and talked about through the use of an opaque projector. Tickets can be ordered from Ed Ross at 6010 N. Boston or 289-4174.

Portland Traction Company is reportedly going to abandon the Oregon City line between Golf Junction and Oregon City, April 1, 1967.